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BY ORDER.

HEAD OFFICE.

Tientsin, 25th November, 1912. [1383]

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Hongkong, 2nd August, 1912. [1572]

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Hongkong, 1st September, 1910. [1339]

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Hongkong, 1st November, 1912. [150]

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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 14th, 1912.

RAILWAYS are so much to the fore now-days in China, especially since Dr. Sun gave his tremendous scheme to the world, and bulk so large in the public eye, that other means of communication are not receiving the attention they deserve, which probably accounts for the circumstance that so little notice has been taken of the fact that the Szechuan Steam Navigation Company is now bringing to an end its third year of successful operation. In view of the history of previous attempts to run a steamboat service on the Upper Yangtze, and particularly of Mr. LITTLE's pertinacious efforts, the success of the little *Shantung* is sufficiently noteworthy, but it is to be hoped that its success will lead to an increased interest in the navigation of the Ichang-Chungking section of the river (the profits earned by the *Shantung* ought to demonstrate the attractiveness of such an enterprise) and to a renewed consideration of the problem of removing or ameliorating the many obstacles to navigation that exist there. The reefs and rapids of the Upper Yangtze are well known: almost everyone who has travelled on that section of the river has tales to tell of junkie dashed to pieces on the rocks or sucked down by the whirlpools; yet year after year goes by and nothing is done to remedy this state of affairs, although competent engineers have asserted that it would be possible to effect great improvements at a not inordinate expense. China indeed gave a half promise ten years ago to take the matter in hand,

and Article V. of the Mackay Treaty contains this wonderful stipulation:—"Should any practical scheme be presented for improving the waterway and assisting navigation without injury to the local population or cost to the Chinese Government, it shall be considered by the latter in a friendly spirit." Important as the question always has been, it will become far more so if, as is quite possible, the success of the *Shantung* leads to the appearance of other light-draught steamers on the Upper Yangtze. Moreover, a railway line that must come in the next few years is one connecting Yuansu with the Yangtze, either at Suifu or at Luchow, and when that is accomplished, the river-port will become an important entrepôt, demanding ample facilities for the conveyance of the Yunnan products for which it will be the outlet. An increase in steam navigation will follow as a matter of course, and there is the danger that if the question of improving the waterway is not tackled betimes, it may eventually have to be done in a hurry and at a largely increased expenditure. The cost of these improvements might, it would seem, be met by China obtaining the permission of the Powers to levy special tonnage dues on Chungking boats on the understanding that these special dues, forming a sort of "Conservancy Tax," were to be collected from native junks as well as from those under foreign charter. The collection of the duty on native junks would be under foreign supervision through the medium of the Native Customs. The funds raised from this source would be earmarked for the service of an "Upper Yangtze Conservancy Loan," the proceeds of which would be devoted to the removal of the worst of the obstacles to navigation. Nothing, of course, can be done in this direction until China has solved her great loan and finance problems, but it is desirable that the matter should not be lost sight of in any Treaty revision that may follow the recognition of the Republic. It is, perhaps, scarcely necessary to add that it is not the Upper Yangtze alone that needs attention: the disastrous floods in the central region show that here, too, there is a great engineering task to be faced. The Chinese Government has given evidence of realizing its gravity—failure to do so would imply an unexampled indifference to human life and suffering—but here again it is impossible to do anything without spending money, and spending it on a lavish scale. Nor is the Yangtze the only river that is a source of danger and distress to the country on account of its recurrent floods; the periodic outbreaks of the Hoang-ho have become proverbial, and if, as is prophesied in some quarters, its next bursting-forth is to be along the line of the Grand Canal and embouching directly on Tientsin, the problem is one that ought to be faced instantly and at all costs. Millions must have been spent already in vain attempts to keep the stream within its appointed bounds—or perhaps it would be more correct to say that millions have been allotted for that purpose. The mistake made throughout has been in not making the work a national undertaking. So long as it is a provincial or even local undertaking, each official is afraid that, even if he himself does his share of the work thoroughly, his neighbours may neglect theirs and so bring all his efforts and labours to naught; and such a state of affairs is scarcely likely to serve as an incentive to honest work, especially when the man who does his share honestly knows that his colleagues are making a large profit by neglecting theirs. One thing is certain: if China is to turn her waterways to their maximum advantage, and reduce their danger to the surrounding country to a minimum, the work must be treated as a whole, and petty provincial jealousies brushed aside. The cost of a proper conservancy of the Yangtze and the Hoang-ho would be immense, but it would be money well spent.

The body of an aged Chinese was found in a boat at Causeway Bay. His death was apparently due to natural causes.

Commissioner Charles B. Elliott, who has been Secretary of Commerce and Police of the Philippine Islands, now on leave, has resigned the post, and it is understood that he joins a firm of lawyers in Minneapolis.

Major-General Stephenson, who left Singapore with Sir Ian Hamilton by a night train for Kuala Lumpur, had to go without his despatches, uniform and medals, says a Singapore paper, owing to a riksha coolie having gone astray with his bag. The police found the riksha and recovered the bag in Middle Road about midnight. The coolie stated that he had not been able to keep up with the fast runner pulling the riksha in which the General's "boy" was and did not know his destination.

We have been asked to state that the Rev. Henry Haigh, D.D., ex-President of the Wesleyan Methodist Conference, will not preach in the Wesleyan Church, Wanchai, to-morrow as announced, because he is unable to reach the Colony till Monday morning. It is hoped, however, that he will preach on Sunday, December 22nd, and as he is a powerful preacher, it is believed that there will be those in the Colony who will wish to hear him. He was the President of the Conference last year, and is now on a tour of the Mission Stations in China, having been recently appointed one of the General Secretaries of the Missionary Society. The services commence at 10.15 in the morning and 6 o'clock at night.

PENDING CRIMINAL LIBEL CASE.

At the Magistracy yesterday, before Mr. Melbourne, an application was made by Mr. Lewis (of Messrs. Johnson, Stokes & Master), for a date to be fixed for the hearing of the case of Talati and Patell versus Tata and Olin for alleged criminal libel.

Mr. G. K. Hall Brutton represented the defendants.

His Worship set apart the 2nd, 3rd, 6th and 7th of January for the hearing of the case.

DEATH OF MR. F. W. EDWARDS.

Many of our readers will be sorry to hear that Mr. F. W. Edwards, of the Eastern Extension Telegraph Co., known familiarly for many years in Hongkong as "Pa Edwards," died at Shanghai yesterday morning after a long illness. Mr. Edwards, while in Hongkong, was Assistant Superintendent, and left here about four years ago to take charge of the Company's office at Peking. He had hosts of friends along the China Coast and notably amongst the Masonic body, and was held in affectionate regard by all who knew him.

THE CHEUNG CHAU PIRACY.

The three women and the man who are charged with being concerned in the Cheung Chau piracy were again brought before Mr. Hazeland at the Magistracy yesterday.

Inspector Watt, on behalf of the Captain Superintendent of Police, asked that the charge against one of the women should be withdrawn. He also applied for a formal remand of the other prisoners.

His Worship—The first date I have got is after Christmas. Perhaps Mr. Melbourne can give a later date.

Inspector Watt—There is no immediate hurry, your Worship. I would rather have a formal remand. The case will take quite two days, and I have 15 witnesses altogether.

His Worship discharged the old woman, and said there would be a week's remand. The case could be taken on Friday, the 27th inst.

THE HUNG HOM AFFAIR.

At the Magistracy yesterday, the two men who are charged with the murder of an Indian watchman at Hung Hom, again appeared before Mr. Hazeland.

Mr. J. H. Gardiner appeared for the second defendant, and applied for his discharge, which was granted.

The first defendant was remanded for a week.

THE MAGISTRACY.

For stealing a Chinese water smoking pipe, a man was sentenced to a month's imprisonment by Mr. Hazeland.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GOVERNOR OF CEYLON RESIGNS.

LONDON, December 13th.

A message from Colombo states that the Governor of Ceylon, Sir H. E. McCulloch, G.C.M.G., has resigned on medical advice, and that the Right Hon. L. Harcourt (Colonial Secretary) has accepted the resignation with deep regret, hoping that freedom from work and anxiety would lead to a speedy convalescence.

The Governor leaves on the 23rd of January next.

ALLEGATIONS AGAINST JARDINE, MATHESON & CO.

LONDON, December 13th.

Replying in the House of Commons to a series of questions addressed by Mr. C. Norman Craig, Mr. F. D. Acland, Under-Secretary of State for Foreign Affairs, said it was alleged in 1910 that Messrs. Jardine, Matheson & Company, as agents for the British and Chinese Corporation under agreements concerning the Nanking, Kowloon, and Pukow Railways, and as representatives of manufacturers of railway materials, used their position unfairly and prejudicially against other British firms. The matter had been carefully investigated, and the explanations were considered satisfactory. The firm which promoted the question did not desire to press it. The question was revived in another form in 1911 with similar results.

ADMIRAL BRIDGEMAN'S RESIGNATION.

EXPLANATION BY MR. CHURCHILL.

LONDON, December 13th.

In the House of Commons, on Thursday, Mr. Churchill explained that Vice-Admiral Bridgeman had this year been continually struggling against ill-health and on several occasions had contemplated resigning. Mr. Churchill having reached a definite conclusion on the matter was bound, with the concurrence of the Premier, to impart it to Admiral Bridgeman. Mr. Churchill praised the Admiral's capacity and zeal, but said he was unable to sustain the responsibilities of his great office. "There was," he added, "no difference in view or policy at any time between us."

The *Daily Telegraph's* Naval correspondent states that Mr. Churchill's statement concerning Admiral Sir Francis Bridgeman's resignation may be accepted as accurate. The senior officers of the Fleet recognise that a reconstitution of the Board of Admiralty will be necessary in view of Admiral Bridgeman's ill-health.

The *Daily News* says that Mr. Churchill's replies disposed of any mystery surrounding the Admiral's retirement.

THE PEACE DELEGATES.

LONDON, December 13th.

The Greek, Servian, and Montenegrin peace delegates have arrived in London. Sir Edward Grey will welcome the delegates at the opening of the Conference.

THE COLLISION IN THE ENGLISH CHANNEL.

FEARED LOSS OF A SHIP'S CREW.

LONDON, December 13th.

The wreckage found leaves scarcely any doubt that it was the Italian steamer *Derna*, with about 25 on board, that was sunk by H.M.S. *Centurion*.

Reuter's correspondent at Hamburg wires that the *Derna* left Memel on the 3rd inst. with a crew of 26.

BRITISH OFFICER KILLED IN PERSIA.

LONDON, December 13th.

In reference to the attack near Shiraz in which Captain Eckford was killed, Lord Crewe stated in the House of Lords that the Government were fully aware of the gravity of the occurrence and would in no wise neglect the considerations of British credit and prestige which were involved.

THE STRIKE IN ENGLAND.

LONDON, December 13th.

The Knox inquiry, which is proceeding publicly, has been adjourned until to-morrow.

A meeting of Midland Railwaymen was held at Sheffield, despite a communication from the Amalgamated Society of Railway Servants urging them to await instructions, as the grievances of victimisation were being considered. The meeting passed a resolution demanding an immediate general strike.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

CANADA AND IMPERIAL DEFENCE.

SIR WILFRID LAURIER'S AMENDMENT.

LONDON, December 13th.

The House of Commons at Ottawa was crowded when Sir Wilfrid Laurier moved an amendment to Mr. Borden's Naval Bill, demanding the establishment of Canadian Fleets, the Atlantic and the Pacific Oceans each to have a super-dreadnought, manned as far as possible by Canadians and maintained by Canada, the vessels to be at the disposal of Great Britain in an emergency. It also provided for the establishment of naval shipyards in Canada.

Sir Wilfrid Laurier in his speech condemned the Government's policy of a direct contribution as being un-Canadian, un-British, and unsuited to the real needs of the Empire. Referring to Mr. Borden's request that Canada should have a voice in questions involving peace or war, he said that was a large contract, and might take years to solve. In the meantime, Canada should continue preparations for defence. He declared that if Canada was represented in the Councils of the Empire so must the other Dominions be. He did not believe that foreign affairs would be much benefited by a multitude of advice.

Before Sir Wilfrid spoke the Premier tabled correspondence between Mr. Winston Churchill and himself, showing that Mr. Borden suggested the construction for Canada of cruisers and smaller warships, and said that possibly Canada would share the extra cost. Mr. Churchill acquiesced, but added that the progress of such a policy depended upon reasonable prices and expedition of construction.

Sir Wilfrid Laurier's announcement of the Liberal policy was interrupted by a burst of enthusiasm from everywhere in the House, Members and spectators cheering and singing "Rule Britannia."

THE WHITE SLAVE TRAFFIC.

LONDON, December 13th.

The White Slavery Bill received the Royal Assent to-day.

Many notorious bullies and procurers left London yesterday.

THE HOME RULE BILL.

GOVERNMENT SUPPORTERS JUBILANT.

LONDON, December 13th.

The House of Commons has considered the schedule of the Home Rule Bill, and adopted it after nine divisions, the discussion lasting till midnight. The Ministerial benches were packed, and the Government majority in the final division reached 133. The Home Rulers then cheered for several minutes.

Mr. Asquith, on leaving the House, was given an ovation by his supporters, who stood up cheering and waving handkerchiefs.

[FROM THE "MANILA TIMES"]

PENSIONS FOR SERVICE IN THE PHILIPPINES.

WASHINGTON, December 4th.

The Crago Bill providing for the payment of pensions to the widows and orphans of soldiers and sailors who fought in the Spanish war and Philippine insurrection passed the House to-day. The Bill was up for consideration at the close of the last session and failed of passage through a point of order that the House at the time lacked a quorum. It was left in favorable position, however, and was called up as soon as Congress reconvened.

The Bill provides that the widows of men who served 90 days in the Spanish war and a year in the Philippine insurrection shall receive a pension on the same basis as the widows of veterans of the Civil war. Provision is made also for two minor children and in the event of the death of the mother also all minor children will be pensioned.

THE GOVERNORSHIP OF HAWAII.

WASHINGTON, December 4th.

The long fight against Governor Walter F. Frear of Hawaii has ended in victory for him as far as the administration is concerned. President Taft to-day transmitted his renomination to the Senate, and while some of his opponents threaten to oppose his confirmation it is regarded as reasonably certain that he will be confirmed.

Charges against his administration were made at the Interior Department and these were followed by protests against his renomination. At the request of the President, Secretary Fisher paid a visit to Hawaii and made an investigation of Frear's conduct and general governmental conditions in the territory. His report was in the main favourable to Governor Frear.

"THE BOATSWAIN'S MATE."

LAST NIGHT'S ENTERTAINMENT.

Under the distinguished patronage of H.E. The Governor and Commodore Anstruther, the Officers of H.M. Navy staged, last night in the Theatre Royal, the one-act comedy "The Boatswain's Mate" by W. W. Jacobs, preceded by a variety entertainment, the proceeds to be devoted to local charities. There was an average house, H.E. The Governor and Lady May and Commodore Anstruther being in attendance.

The variety entertainment was enjoyable, the comic element being well sustained by Messrs. Allan and West. In his songs "The Toreador" and "Devon" Mr. White was well received, while the mirth of the Banjo Troupe, the antics of the Blind-Boxers, and the feats of strength of Mr. Griffiths provided good entertainment.

"The Boatswain's Mate," staged by the officers, received full justice in their hands, the staging of the "Bar of the Beehive" being picturesque. The cast was as follows:—

George Benn (an ex-boatswain), Lieut. T. E. Greenshields, Ned Travers (a retired soldier), Sub-Lieut. G. O. Maund, Mrs. Waters (Landlady of the "Beehive"), Mrs. W. B. Walker.

The music was supplied by the Band of H.M.S. *Thetis*, under Bandmaster Jordan, and did much to add to the pleasure of the entertainment.

To night the performance will be repeated at the Theatre Royal when it is hoped that the efforts of H.M. Naval Officers will receive the continued support of the community.

LOCAL SPORT.

CRICKET.

CHAIGENOWER "A" v. KOWLOON "A". This fixture will be played to-day at the Happy Valley, and the following will represent the C.C.C.:—H. H. Taylor, L. A. Rose, J. V. Braga, E. L. Braga, G. A. Hancock, W. L. Warren, C. Johnston, R. Pestonji, D. K. Kharas, R. A. Carvalho, and W. Mooney.

HONGKONG CRICKET LEAGUE.

The following is the table up to date:

Cricket	P.	W.	L.	D.	P.S.
Cricket	6	2	1	1	13
Kowloon	5	3	0	0	9
Civil Service	3	2	0	1	7
Hongkong "B"	2	2	0	0	6
Staff and Dept.	4	0	2	2	2
H.K. Police	5	0	3	1	1
R.E.	3	0	2	1	1
Hongkong "A"	2	0	2	0	0

A win merits 3 points, and a draw 1 point.

LEAGUE FOOTBALL.

The position of the Clubs up-to-date is as follows:—

Cricket	Played	Won	Lost	Drawn	For	Against	Total
K.O.Y.L.I.	5	4	0	1	12	6	9
R.C.A.	5	4	0	1	13	6	9
H.K.F. Club	4	1	2	1	6	7	3
Royal Engineers	5	1	0	1	10	12	2
H.M.S. <i>Tamar</i>	5	0	4	1	3	14	1

Win—2 points. Draw—1 point.

TO-DAY'S MATCHES.

The following matches will take place to-day, at 4 p.m. sharp:—
H.K.F.C. v. K.O.Y.L.I. on the ground of the former. Official referee, Sergt. Hare, R.G.A.
R.E. v. H.M.S. *Tamar* on the Military ground. Official referee, Mr. Woods.

GOLF.

CAPTAIN'S CUP—DECEMBER, 1912.

Played 7th and 8th December.
*Lieut. Bagnall 86 5 81
*Mr. Geo. A. Hastings 95 15 81
*Rev. Foster Pegg 80 1 81
Mr. A. Mackenzie 90 8 82
Mr. F. Bevington 96 14 82
Mr. R. E. O. Bird 98 16 82
Mr. C. B. Frost 103 18 87
* Tie for Cup.

POOL—DECEMBER, 1912.

*Mr. E. Davidson 82 4 76
Mr. Bulmer Johnson 87 7 80
*Lieut. Bagnall 85 5 86
Mr. Geo. A. Hastings 96 15 81
Rev. Foster Pegg 80 1 81
Mr. A. Mackenzie 90 8 82
Mr. F. Bevington 96 14 82
Mr. E. L. Arnold 93 10 83
Mr. W. H. Hastings 101 14 87
* Winner of Pool.
51 Entries.

"HOW TO PLAY GOLF."

(With a beginner's apologies to Harry Vardon).

First your simply pay a sub.
To your little local club;
Then you buy a bag of sticks
For the necessary tricks,
With a small resilient pill,
Added to your daily bill,
And a caddy, neat and smart;
And before you fairly start
Learn the golfing man's correct
Dialect.

Tea the pill, and try to hit
Half an hour or so at it.
When at length you've driven off,
Do not claim the gift of golf,
There are bunkers, such as rats,
Stymies—viz., abortive putts—
Needing all your nerve and pluck,
Particularly when you're stuck,
Ere you see the pile roll
Down a hole.

Eighteen times you do like this,
Every other hit a miss,
Till at close of eve you've found
You at last have done a round.
So you go on day by day,
Do your level best to play,
Squander half your surplus cash,
Fear your funds will come to smash;
And, when failure fills your cup,
Give it up.

—Truth.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 12th.

OPIUM.

Attempts are being made to stop the sale of opium in the city entirely and the Police Commissioner notifies that after the 31st inst. no person will be allowed to sell or barter opium in any shape or form and that any licenses which may have been issued at any time will on that day cease to be valid. Also any persons found smoking opium will be severely punished and no licenses will be effective after that date. The Police Commissioner has applied to Peking for full power to deal with the matter here and his request has been acceded on condition that any persons arrested must be given a fair trial before a court of justice.

TROUBLE BETWEEN SOLDIERS AND PORTUGUESE.

News comes from the Sheung Shan district that a soldier attached to the Customs House in the district known as Chin Shan was treated very badly by some Portuguese soldiers. He was evidently badly knocked about and pretty severely hurt and afterwards taken in charge by the Portuguese soldiers for what the native Press calls a very trifling matter. Whatever the source of trouble may have been, certain it is that this incident has caused a lot of ill-feeling in the district in question and a complaint has been lodged by the chief persons in the place with the Government at Canton. The natives in the country districts are only too ready to cause trouble over a matter of this kind, so it is hoped that the agitation may die down and the matter be settled at once.

PIRACIES AND ROBBERIES.

Despite the fact that soldiers have been despatched to all the pirate-infested parts of the delta from time to time, daily reports are coming in of the pirates being still in evidence. On the East river especially they seem to be making a nuisance of themselves and the soldiers around Shek Lung do not seem to be making much headway in their suppression.

THE DROUGHT.

The rain which fell a fortnight ago was too little to have much effect upon the countryside and every place still has a dried-up, barren appearance. The farmers are crying out that their crops are in many cases utterly ruined and that even if rain comes soon it will not be of any use to them. Dear rice is likely to be the result and dear rice has been to blame for many things in China.

SHAMEN.

At present there are two Lawn Tennis Tournaments in progress—the Singles Championship and the Tournament for the "Hong Cup." In the singles Whitmarsh beat Saunders 6-1, 6-4 in the first round and Wilson beat Thorne 6-3, 6-2 in the second round.

In the river at present are H.M.S. *Clio*, the French gunboat *Argus* and a Japanese destroyer.

On Tuesday night a special Cinematograph Exhibition was given by Messrs. Ramos & Ramos on behalf of the fund for the restoration of the Roman Catholic Cathedral here, and it was exceedingly well attended.

DESIGN IN BUILDINGS.

SPHERES OF THE ARCHITECT AND THE ENGINEER.

At the 78th Session of the Royal Institute of British Architects, opened at the rooms of the Institute, Conduit-street, W., Mr. Reginald Blomfield, A.R.A., in the course of his presidential address, dealt with the subject of the architect's education. Mr. Blomfield said that design, the adequate invention of buildings which were good to live in and to look at, was the essential object of the Institute's methods of training students. Under modern conditions it was more than ever imperative that power of design and knowledge of construction should go hand in hand—that the architect should have the technical knowledge of building necessary to realize the flights of his imagination. Where the engineer stopped at construction, the architect, as an artist, saw further possibilities, and he should possess sufficient knowledge at any rate to start the realization of those possibilities. But he did not believe with steel construction or reinforced concrete, any more than he could believe that the whole future of painting lay with the Post-Impressionists or the Cubists.

Brickwork and masonry must always hold their place in building, and though architects would do well to avail themselves of all the resources of applied science, that was no reason for throwing up their familiar tools and rushing headlong into methods, however brilliant their promise, which had not yet stood the test of time. What was needed was closer co-operation between the engineer and the architect. They should pull together, and should do so from the first. It was no use asking an engineer to design a bridge, or even a shop-front, and afterwards calling on an architect to invest it with "artistic merit." The architect and engineer would have to view the main form and distribution, but they would have studied the problem from different points of view, and it was only by laying their different points of view together, before the treatment of the problem as a whole was decided on, that it would be possible to attain the unity of effect essential to monumental architecture.

SUPREME COURT.

Friday, 13th December.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

PENDING ACTIONS.

The action by T. M. Nicol against Ma Choy for \$228.73 was mentioned. Mr. J. H. Gardiner appeared for the plaintiff, and Mr. Davidson appeared for the defendant. Some little amusement was created when the names were called, and the defendant put up his hand, his Lordship remarking that he should be invited to come forward. Then it transpired that Mr. Davidson was representing the defendant, but not having heard the name he had taken no interest in the proceedings. The case was adjourned for a week.

The same plaintiff brought an action against T. J. Lee for \$162.65. This also was adjourned for a week.

An action at the instance of Maud Evan Jones against the Eastern Dyeing and Dry Cleaning Company for \$65 was adjourned for a week.

J. M. S. Xavier was the plaintiff and Arndt & Company were the defendants in another action which was adjourned for a week.

AN ALCOHOLIC PROBLEM.

Is alcohol taking the place of opium in Wei-hai-wei? The Native Races and the Liquor Traffic United Committee has put this question to Mr. Secretary Harcourt on the strength of the Colonial Annual Report. This report in 1910 declared that the diminution in the use of opium seemed to be leading to an excessive use of alcohol. A year later it was recorded that the excessive use of alcohol was on the increase. The Committee point out that cases of drunkenness, which till recent years were very rare among the Chinese in Wei-hai-wei, are now becoming more numerous, and the Chinese themselves say that this is due to the suppression of opium smoking. Mr. Harcourt is asked what steps are being taken to check the importation of spirits into Wei-hai-wei, and he replies that he fully realizes the importance of the question and is now in communication with the Commissioner on the subject.

RIZAL DAY IN THE PHILIPPINES.

Impressive ceremonies will mark the reinterment of the remains of Jose Rizal on December 30th, Rizal Day, when, after having lain in state for 24 hours, the body will be placed in the receptacle designed for it in the base of the Rizal Monument on the Luneta.

The Governor-General has issued a proclamation announcing that on the morning of December 29th the remains of Dr. Jose Rizal are to be removed from their present resting place and, accompanied by the Caballeros de Rizal supported by a detachment of Philippine Constabulary, will be conducted to the Sala de Sesiones of the Ayuntamiento, where they will lie in state for twenty-four hours, a suitable guard of Caballeros de Rizal and Constabulary being placed over them.

On the morning of the 30th, Rizal Day, they will, accompanied again as above, be conveyed in state to the Luneta, where they will be deposited in the foundation that has already been laid for the Rizal monument.

OBITUARY.

Clement Vautel, the *Matin's* well-known wit, communicates to that paper the melancholy invitation he claims to have received:—

M.
You are requested to assist at the funeral service and burial of
Monsieur Status Quo.

Diplomat,
deceased October 30th, 1912, in Macedonia
at the age of 45 years;

which will take place one of the next days
in the Christian Church of Saint Sophia,
Constantinople.

"Believe in Allah and his prophet, and thou shalt receive in Paradise the eternal carcases of the celestial hours."—Koran xxv.

Mourners are to meet on the mortuary ground.

On behalf of Turkey, his widow,
Of Austria, his mother,
Of English, his mother-in-law,
Of Bulgaria, of Servia, of Greece
his daughters,
Of Montenegro, his grandson,
Of Germany, of France, of Italy,
etc., his cousins and second
cousins.

The burial will take place in Asia Minor.

JAPANESE AVIATOR'S FALL.

ADVENTURE IN TOKYO BAY.

On the 4th instant Mr. Tsuzuki, a Japanese aviator who has been experimenting with an aeroplane near Tokyo, started on a flight across Tokyo Bay. When about a mile and a half from Shibaura the aeroplane was struck by a squall and fell into the sea from a height of about 300 feet.

Fortunately for the aviator, the Water Police were able to reach him within a minute or two, and he was rescued with no more serious injuries than a few bruises.

The aeroplane was badly damaged, the whole of the right wing having buckled up, while the propeller was also broken. Mr. Tsuzuki will make another attempt to fly across the bay as soon as repairs to his machine are complete.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 13th December state:—

The local investment market has ruled strong throughout the past week, and rates at the close are firm. Sterling "Rubbers" have not changed materially during the interval, and there is a tendency to buy for London account. Fine Hard Para Rubber has advanced in London to 4/8 per lb., with a firm market ruling. The Bank of England rate of discount remains at 5 per cent., but there is an advance in the open market rate which is now quoted at 4½ per cent. Bar Silver is firm at 29-9/16d. ready, 29-7/16d. forward. Sterling T.T. closes at 2/- 15/16, and Shanghai T.T. at 7 1/4.

BANKS.—Hongkong and Shanghai have been bought at \$81 1/4, and the market at the close is firmer with buyers at \$81 1/4. London has improved to 284 10/-.

MARINE INSURANCES.—Unions are firmer after reported sales at \$817 and \$820, and few shares are obtainable under the latter rate. Cantons continue to advance, and at the close can be placed at \$267 1/2.

FIRE INSURANCES.—A strong demand exists for both Hongkong and Cantons which are in request at \$375, and \$146 respectively with no sales reported.

SHIPPING.—Hongkong Canton and Macao after further sales at \$28 have improved to \$28 1/2 buyers, and the market closes strong. Indo-China has declined to \$90 sellers, and at this rate shares could probably be obtained from London, the closing rate there being 175/- middle. China and Manila are obtainable at \$2, and Douglas at \$32. Star Ferry after a rapid advance to \$39, and \$40 are a trifle easier at the close with a few sellers at \$38. Shell Transports have been booked at 111/- and 112/-, and can be placed in London at 111.

REFINERIES.—China Sugars continue neglected, and the market closes with sellers at \$109. Luzons are steady at \$94.

MIXING.—Tromohs have advanced to 70 1/2, middle price, with London enquiring for shares. Chinese Engineering (Railways) have been booked at 35/-, but at this rate no more shares are procurable. Raabs are easier with sellers at \$4.10 and a slightly lower rate would probably be accepted.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been done at \$57 1/2 and \$58, and more shares are wanted at the latter rate. Kowloon Wharves are easier with sales and probable sellers at \$79. New Amoy Docks are quoted at \$61, Shanghai Docks at \$15. 50, and Shanghai and Hongkong Wharves at \$15. 103.

LANDS, HOTELS AND BUILDINGS.—Hongkong lands have been booked at \$105 and \$104 1/2, and at the latter rate there are buyers. Kowloon Lands are wanted at \$36, and West Points at \$57. Hongkong Hotels are a quiet but firm market at \$115 (old) and \$73 (new). Humphreys' Estates have been done at \$84, and are wanted.

COTTON MILLS.—Hongkong are unchanged with sellers at \$7 1/2. Ewos are steady at \$15. 136.

MISCELLANEOUS.—China Borneos have improved to \$9 1/2 with sales and at this rate more shares are wanted. China Providents have been booked at \$9. Dairy Farms at \$21 1/2, Electrics at \$25, Ropes at \$18, China Lights at \$21, all closing in request. There are sellers of Pulp at \$30, and Hongkong Electric Trams at 5/-.

LONDON QUOTATIONS.—Closing quotations (middle price) received from our London agents are as follow:—

United Serdangs	123 3/4 ex div.
Sapongs	20/-
London Asiatics	12/-
Eastern Trusts	19/-
Rubber Trusts	11/- premium.
Tromohs	75 3/4
Shell Transports	111 1/3
Indo-Chinas	175 1/2
London Ventures	3d.
Pahang Consolidated	10/-
Kailans	35/-
H.K. Electric Trams	4 1/8

Grave warnings are uttered almost every day in the newspapers with regard to the wretched state of the teeth in old and young. It seems strange that in the face of these continual but timely reminders people should persist in treating lightly a subject of such importance. Not that we wish to suggest that the modern man neglects to clean his teeth at all—on the contrary, we find that it is habitual with most people—but the question is, in what way is the cleansing process performed?

There are legions of preparations, mostly tooth-powders and tooth-pastes, sold at low prices, and for all these it is claimed that they clean the teeth. But this so-called cleansing of the teeth, this scrubbing with powders and pastes, is precisely where so much harm is done, for the effect is but superficial, they lack entirely the essential quality of combating decay in the teeth.

Now, the obvious way to prevent decay is to remove the particles of food which cling to and remain between the teeth after eating (invariably where the tooth-brush will not reach them), and owing to the

SHIPPING NOTES.

A third attempt to refloat the *Deika Rickmers*, which went ashore at Chinampo, Korea, recently, proved successful. The German cruiser *Emden* assisted.

The Kawasaki Shipbuilding Yard at Kobe is reported to be planning the extension of its docking arrangements, to accommodate steamers of over 5,000 tons. At present the yard is only able to dock steamers up to three thousand tons.

The *Shingo Maru* on her last trip North sustained some damage to one of her propellers, when between Shanghai and Nagasaki, and as she was delayed in the latter port for repairs, she was not expected to leave Yokohama until Thursday, five days after her schedule date.

The British steamer *Glenesk*, while entering Yokohama from London, and ports, ran aground off Hanaeda on the 3rd instant. The vessel safely passed the *Saratoga* Spit at 10.40 a.m., says the *Japan Gazette*, but soon afterwards a fog came up, and she got out of her course, and ran aground at about midnight. The steamer was, however, refloated next morning, and arrived at Yokohama at eleven o'clock. The vessel apparently sustained no damage.

A Tsuruga dispatch states that those concerned in the salvage of the O.S.K. steamer *Hosan Maru*, which recently stranded outside Vladivostok, have demanded from the Osaka Shosen Kaisha a fee of 65,000 yen, in accordance with Russian law. The Osaka Shosen Kaisha maintains that the position of the steamer was not so serious as made her liable to the maximum salvage fee prescribed by Russian law, and negotiations are in progress for a reduction of the demand. The Osaka Shosen Kaisha, however, has deposited 65,000 yen in a Russian bank at Vladivostok, leaving further negotiations in the hands of a lawyer.

AMERICA'S LACK OF SHIPPING.

DR. WOODROW WILSON'S LAMENT.

It is a tradition in America, says the *Daily Telegraph* correspondent, that Democrats "are strong for the mercantile marine," and people who take this view are quoting Dr. Wilson's addresses upon that topic with keen approval. The average American, Republican and Democrat alike, is mortified at the present condition of the American mercantile navy.

While discussing the merchant service at Philadelphia recently Dr. Wilson spoke of a friend of his who travelled as far as Australia to see the American flag on the high seas. The first one he saw was on the private yacht of Mr. James Gordon Bennett. "Mr. Bennett," continued the candidate, "can afford the luxury of flying the flag, but American merchants cannot, and we have now put our foreign trade in the hands of carriers who have determined the routes and who select as their ports of entry the very ports in which they have established their own commercial supremacy.

"In the meantime we are spending millions upon millions to dig a great ditch through the Isthmus. What for? There are no American ships to go through that canal except coastwise trading vessels. These same English, German, and French ships will use that method of communication, so that the western coast of South America will be as near Europe as the eastern coast of South America is now, and the South American trade, which ought to belong to us, will be more and more enveloped in the processes of European commerce."

Dr. Wilson's plan to rehabilitate the American mercantile marine has not been developed. It is rather a ticklish topic, because Americans generally are convinced that they can invest their money more profitably on land than on sea, and competition with England and Germany in building, manning, and maintaining merchant vessels seems at present impossible.

destructive character of the bacteria attracted by these remnants of food, the processes of decomposition are very rapid in their action, and if not guarded against will inevitably destroy the teeth. It is therefore clear that a thorough and effective cleansing can only be done by means of a liquid

antiseptic dentifrice and mouth-wash. Odol is the preparation to use, for a few drops in a tumbler of water form an emulsion which will most thoroughly cleanse and purify the oral cavity, destroying all injurious bacteria lurking therein. Odol penetrates the interstices between the teeth and impregnates the mucous membrane of the mouth, exerting its protective antiseptic and refreshing powers, not only during the brief period of using, but for hours afterwards.

We propose to continue to set forth in a series of announcements the many remarkable qualities of Odol, and we are convinced that where once it is tried Odol will be always used, so welcome will be the delightful feeling of freshness and cleanliness in the teeth and mouths that are cleansed with Odol.

Odol Chemical Works.

LONDON, S.E.

1399-3

"OUR BETTERS."

SIR HERBERT TREE'S PLEA FOR INDIVIDUALISM.

"The best thing a man can do is to be himself, to tell the truth according to himself, to be afraid of the power of no man, to respect the laws, but not to bring to them, to be himself in spite of the opinion of the multitude, and to acknowledge no higher court of appeal than that of his own conscience. For he who can look unflinchingly in the mirror of his soul laughs when his effigy is burned in the market-place. In fact, our only betters are ourselves."

In these striking words, Sir Herbert Tree closed a long and powerful address, delivered by him at the Theatre Royal, Worcester, in aid of the Bishop of Worcester's Fund for the Scholars. The range of subjects covered by Sir Herbert in his address was astonishingly wide, his great object being to make a very strong plea for individualism, and the necessity of breaking away from the conventionalities of life, which people so often mistake for their "betters." In the course of his speech, Sir Herbert said:—

REVERENCE FOR DUTY.

On that symbol of respectability, the frock coat, we wear two buttons at the back, though why we do not know. A reverence for buttons is indeed one of the most curious attributes of our common humanity. In the same way we wear the habit of our minds ready made, buttons and all. Gentility is our watch-word—we sing in unison the common hymn of respectability. It seems to me that the rarest thing in humanity is independence of mind, the faculty of thinking and acting for oneself—to fulfil oneself at all costs. To be oneself is the greatest luxury in the world, and I am bound to say it is the most expensive. Trade unionism is one of the burning questions of the hour, and the great struggle which is now going on is but the result of education—I mean education has placed a weapon in the hands of the democracy. It is a two-edged weapon, and its right use can only be taught by a yet greater, a higher education.

SCIENCE, NATURE'S SLAVE.

So also have the efforts of science in her battles with Nature to be ecked out by a yet deeper science. Take the most recent—scientific—development—that of Eugenics. In former days Nature killed off the weaklings in the most drastic and practical manner by consumption and by various assaults of an army of unseen and unknown microbes—the unfit were rooted out by the brutal laws of Nature—only the strong survived. To-day when Nature says to man: "Thou shalt die," Science steps in and says: "No, thou mayest live," then comes Nature's retort: "If thou causest the unfit to survive then I will afflict their offspring with infirmity even to the third and fourth generation." Then Science replies: "Very well, Nature, we will strike a compromise—I will see that the weakly shall not be born into this world." And there we stand at present. Science is once more Nature's slave.

THE "GENTLE" ACCENT.

There is one direction in which it seems to me the imitation of "Our Betters" is most lamentable—and that is in the pronunciation of the English language. And here, of course, the stage can fulfil a useful mission in preserving the vigour and the breadth of Shakespeare's tongue—indeed, it is difficult to be lackadaisical in speaking his virile verse. I am taking the case of the way the language is spoken by the poorer classes. The Cockney accent has many vicissitudes—it has undergone great changes in our time. Take the case of Dickens. The dropping of the H will no doubt be a thing of the past in the next generation, as it is regarded as vulgar in the present. The dropping of the G is a vulgarity in persons of the lower classes—as it is a sign of smartness in the upper. The preservation of the strength of the English language is indeed all-important. The very latest Cockney accent is what I may call of the order "gentle." The vowels are squeezed almost out of recognition. Home becomes home—girl becomes girli. It seems to me that the children are taught in the schools this terrible jargon of gentility to which the vigorous vulgarity of the early Victorian Cockney was infinitely preferable.

BOY SCOUTS.

Of all the movements which are in progress for the development of our race, I imagine that none is capable of such far-reaching results to the health, the morals, and the same patriotism of the inhabitants of these islands as is the Boy Scout movement. See these manly little fellows as they trudge along the roads—now picturesque they look, how businesslike. Contrast them with the slouching boys who are attired in the ordinary trousers, shell jacket and tophatted garb of the public school—a survival of the ugliest costume the world has ever invented. I imagine that the spirit of independence which is part of the training of the Boy Scout will be a factor of enormous importance in the generations which are growing into manhood.

HOW TO BE HAPPY.

Happiness depends not on wealth, not on envying luxuries, it is rather a condition of mind; it is the power to enjoy; and this gift is bestowed with an almost equal proportion as is the power to suffer. One child will be happy with a rag doll; another will be dissatisfied with the most perfect mechanical toy because it does not have a real stomachache when it is pinched. Content is the state we should cultivate, for it is cultivatable—it is irrigable with the aid of humour. It is a habit of mind which is due largely no doubt to a blessed heredity, but is also capable of being acquired by training and by careful fostering.

INTIMATIONS

A Generation of Mothers



Has Endorsed Cuticura Soap

A generation of mothers has found no soap so well suited for cleansing and purifying the skin and hair of infants and children as Cuticura Soap. Its absolute purity and refreshing fragrance alone are enough to recommend it above ordinary skin soaps. But there is added to these qualities a delicate yet effective medication which renders Cuticura Soap, assisted by Cuticura Ointment, most valuable in overcoming a tendency to distressing eruptions, and in promoting a normal condition of skin and hair health.

Sample with 22¢ book free from nearest depot: Newbery, Jewell, 15, 27, Chancery Lane, London, W. Town & Co., Sydney, N. S. W.; Leamon, Ltd., Cape Town; J. H. Muller, Maclean & Co., Calcutta and Bombay; Foster & Co., Ltd., sole agents, Boston, U. S. A.

89 r

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

CHRONOMETER-MAKERS,

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FINE DIAMOND JEWELLERY

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GOLD AND SILVER WATCHES.

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WATCHES.

ENGLISH MOUNTED CHINESE JADE

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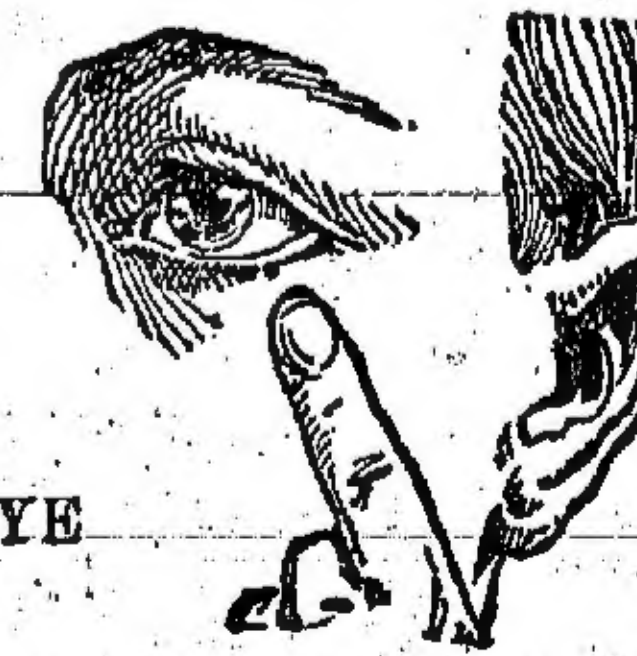
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CUTLERY and

PRINCES' PLATE.

45

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

LARK & Co.
SCIENTIFIC OPTICIANS
108, BLOOMSBURY ROAD, LONDON, W.C.1.

75

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong—

ADDRESSES:

Choochong German Gunboat, Jagu
Hinglong
Kwongcheung
Mrs. Lowell, Hongkong Hotel
Sungong
Sungong
1795 6534 6670 1684 4099 3293
1464 1138
2614

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong—

ADDRESSES

Chengwo Lima
Chinese Chamber Commerce Tanjongpandan
Christwell Seattle, W.N.
Duck Manila
Fong, Wyndham Hotel, Manila
Fong Simohang Ganesaga
Fulenzia Bremenhaven
Gardner Manifesto Singapore
Hammaguchi Care Matubara T-day Island
Hoshimi Manila
Hinglong Diegonan
Hionbank San Francisco
Jochong Saigon
Kwanging Singapore
Leng Mun Sing, Wai Shau
Lunk Harbin
Looon Darwin
Melling, steamer Indrakula Liverpool
Mrs. Westrick, Hongkong Hotel
Orist Shanghai
Oro, Hongkong Hotel Manila
Shuchang, Wiploek Bangkok
3111 7822 0966 0003 0448 0149
7030
7250 1497 2212 2062 6774 2429
6910

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA."

Arrived Hongkong on 9th December, 1912.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 9th December, 1912.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Chio Maru* left Nagasaki for Manila on the 7th December, and may be expected here on the 18th December.

The P.M. str. *Mongolia*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 30th November.

The T.K.K. str. *Nippon Maru* left San Francisco for Hongkong via usual ports on the 7th December, and is due here on the 31st December.

The P.M. str. *Nile* left Yokohama for the usual Japan ports, Shanghai and Manila on the 12th December, between 10 a.m. and noon.

The T.K.K. str. *Tenyo Maru* leaves San Francisco for Hongkong via usual ports on the 13th December, and may be expected here on the 9th January.

The AUSTRALIAN MAIL.

The N.Y.K. str. *Yawata Maru* (Australian Line) left Sydney for this port on the 27th November, and is expected here on the 18th December.

The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 2nd December, for Timor, Manila and this port.

THE CANADIAN MAIL.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. *Empress of India*, sent at 1 p.m., on the 11th December, when the vessel was 300 miles distant from Japan, advising all well, and that the Commander expects to reach Yokohama on the 14th December, at 9 a.m.

MERCHANT STEAMERS.

The H.A.L. s.s. *Liberia* left Shanghai on the 11th inst. a.m., and may be expected here on or about the 14th inst. p.m.

The str. *Rubi* left Manila on the 11th December, and is due here on or about 14th December, at daylight.

The str. *Kansas* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

The T.K.K. str. *Kayo Maru* arrives at Honolulu from Manila on the 13th December, and is due in Hongkong on the 16th January.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Kumang, from Calcutta, is due in Hongkong 18th December.

Suisang, from Java, is due in Hongkong 16th December.

Nipang, from Mojib, is due in Hongkong 14th December.

Mausang, from Sandakan, is due in Hongkong 14th December.

SHIPPING LINE, LIMITED.

Pembroke, from London, is due in Hongkong 15th December.

INDIA LINE, LIMITED.

Indramayo, from New York, is due in Hongkong 23rd December.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Upaddi, from Singapore, is due in Hongkong 17th December.

IN PREPARATION.

THE DIRECTORY & CHRONICLE 1913.

FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BOBNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Northern India to Siberia, in which European residents in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate guides to the residents, giving every detail in connection with the place, their History, Topography, etc., etc. The information in these Descriptions, consisting of a hundred interesting articles, packed with facts, condensed set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps and Plans, pp. 1,389, \$10.00. Directory only, pp. 382, \$3.00.

The Directories and Descriptions are of

CHINA: Peking, Tientsin, Hankow, Shanghai, Canton, Hongkong, etc. JAPAN: Yokohama, Kobe, Osaka, etc. CORREA: Seoul, Pusan, etc. INDO-CHINA: Saigon, Haiphong, etc. STRAITS SETTLEMENTS: Singapore, Penang, etc. MALAY STATES: Johore, Pahang, etc. NETHERLANDS INDIA: Batavia, Sourabaya, etc. PHILIPPINES: Manila, Cebu, etc. BOBNEO: Samarang, etc.

OFFICERS OF COAST AND RIVER STEAMERS. The Book is printed from New Type specially reserved for the purpose, and uniformly in every arrangement greatly facilitates reference. Besides the usual Alphabetical List of Firms the Directory gives the CLARIFIED LIST of TRADES and PROFESSIONS at the larger Commercial Centres.

ALPHABETICAL LIST OF RESIDENTS. Contains the names of over 20,000 FOREIGNERS, carefully arranged, with the initials as well as Surnames in strictly Alphabetical Order, but any name can be found instantly.

THE MAPS AND PLANS. Have been engraved by one of the most eminent Firms in Great Britain and are of great value and interest up to date. They consist of the following:—

COLOURED PLATE OF FLAGS OF FOREIGN HANSE.

MAP OF THE FAR EAST.

PLAN OF YOKOHAMA.

PLAN OF KOWLOON.

PLAN OF MANILA.

PLAN OF SINGAPORE.

PLAN OF BATAVIA.

PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT.

LARGE PLAN OF THE CITY OF YOKOHAMA.

PLAN OF NEW TIENTSIN (KOWLOON).

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PLAN OF NEW TIENTSIN (KOWLOON).

INTIMATIONS

THE Remington Type writer

IS THE PERPETUAL PIONEER



The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all typewriter achievement—past and present. They contain every merit that the Remington has always had, and every merit that any writing machine has ever had. They contain, in addition, new and fundamental improvements that no typewriter has ever had; among them the FIRST COLUMN SELECTOR, the FIRST BUILT-IN TABULATOR and the FIRST KEY-SET TABULATOR. These improvements are the latest contributions to typewriter progress, and they are Remington contributions—every one. The Remington, the original pioneer in the typewriter field, is the present-day pioneer in all new developments of the writing machine.

REMINGTON TYPEWRITER CO. (INCORPORATED).

SIEMSEN & Co. (MACHINERY DEPT.), HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

N.B.—Please write, and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriting Machine. [47-1]

THE YOKOHAMA DOCK CO. LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkins's

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 615 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [5705]

R.M.S. "DUNOTTAR CASTLE."

THE above Steamer of 5687 Tons Register and Classed 100 A.1. at Lloyd's, having Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy, Electric Fans in all State-rooms and carrying First Class Passengers only. She will arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG, RANGOON, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (FOR CAIRO), PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913.

A number of vacant First Class Berths are available at Moderate Rates, and special accommodation can also be booked if required. For further particulars please apply to—

JARDINE, MATHESON & Co., LTD.

Hongkong, 13th November, 1912. [1313]

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SAN FRANCISCO ... L. P. Fisher's Advt. Agency

21 Merchants' Exchange, California St.

CYPRUS ... Messrs. Gordon & Gotch.

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SHIPPING IN PORT.

CLARA JENSEN, German str., 1103, A. P. Uldrup, 7th December—Hollow, 6th December, General—Jensen & Co.

DAIJI MARU, Japanese str., Y. Somakawa, 11th December—Taman, 6th December, General—Osaka Shosen Kaisha.

DAIJI MARU, Japanese str., 1736, K. Kobayashi, 4th December—Waka matsu 28th December, Coal—Mitsui Bishi Goshi Kaisha.

FAUSANG, British str., 1760, H. S. Malkins, 7th December—Java 28th November, Sugar—Jardine, Matheson & Co.

FRITHOF, Norwegian str., 891, O. Anderson, 8th December—Tsingtau 1st December, Coal—Aagaard, Thoresen & Co.

FUKU MARU, Japanese str., 3087, O. Tomioka, 6th December—Mojji 30th November, Coal—Mitsui Bussan Kaisha.

HALDIS, Norwegian str., 1063, J. Jorgensen, 10th December—Sourabaya 28th November, Sugar—Order.

HEIMDAL, Norwegian str., 783, J. A. Johnsen, 3rd December—Haiphong 1st December, Stone—Shewan, Tomes & Co.

HELEN, German str., 771, J. Jensen, 8th December—Hollow 6th December, General—Jensen & Co.

HOLM, British str., 987, McCulloch, 9th December—Amoy 7th December, Ballast—Butterfield & Swire.

HUTCHER, British str., 1215, Hooker, 5th December—Tientsin 30th November, General—Butterfield & Swire.

ISCHIA, Italian str., 4050, G. Balsito, 4th December—Singapore 28th November, General—Carlowitz & Co.

KAOHIDE MARU, Japanese str., 2128, Ohshi, 7th December—Saigon 2nd December, General—Mitsui Bussan Kaisha.

KJELD, Norwegian str., 891, T. Helloro, 7th December—Haiphong 5th December, Stone—Aagaard, Thoresen & Co.

KUROSI, Russian str., 2000, Fadalka, 11th December—Vladivostok 2nd December, General—Russian Volunteer Fleet.

KUTANG, British str., 3108, R. C. D. Bradley, 10th December—Singapore 4th December, General—Jardine, Matheson & Co.

KVANGS, Chinese str., 1469, J. Mo Arthur, 7th December—Shanghai 4th December, General—Chinese.

KWANGSI, British str., 2790, C. W. Puckett, 4th December—Tientsin 20th November, General—Butterfield & Swire.

LAERTS, British str., 1320, Wawn, 5th December—Saigon 22nd November, General—Chinese.

LESTERING, British str., 1049, W. Menney, 11th December—Chiofo 6th December, General—Jardine, Matheson & Co.

LINAN, British str., 1356, C. Williams, 11th December—Shanghai 8th December, General—Butterfield & Swire.

LONGSANG, British str., 1093, W. G. G. Leask, 10th December—Manila 7th December, General—Jardine, Matheson & Co.

LORD CURZON, British str., 2337, P. G. Henriksen, 2nd December—Mojji 28th November, Flour—Order.

LYREMOON, German str., 1330, O. Sach, 6th December—Saigon 6th December, General—Hamburg-Amerika Linie.

MANOHUTI, American str., 8750, A. Dixon, 7th December—San Francisco 9th November, General—Pacific Mail S.S. Co.

MONTAGUE, British str., 3952, F. L. Davison, 3rd December—Vancouver 7th November, Flour and General—Canadian Pacific Railway Co.

NATICA, British str., 3494, J. A. Moses, 6th December—Singapore 20th November, Bulk Oil—Asiatic Petroleum Co.

NINOPO, British str., 1228, Pickard, 6th December—Swatow 5th December,

SHIPPING

ARRIVALS.

ADZUMA, Japanese cruiser, 9,369, D. Iwamura, 13th December—Yokohama 5th December.

DANTON, Swedish str., 6,500, Reustrom, 13th December—Antwerp 27th Octo.

CARL DIERICHSEN, German str., 774, Ch. Jurgensen, 12th December—Hollow 10th December, Rice—Jebson & Co.

CLARA JENSEN, German str., 13th December—Canton.

OLAUDUS AUGAGNON, Russian str., 2,376, P. Kroger, 13th December—Odessa 27th December, General—Order.

HAINUN, British str., 615, A. W. Evans, 13th December—Swatow 12th December, General—Douglas, Lapraik & Co.

HANOI, French str., 730, A. Marquerite, 12th December—Haiphong 9th December, General—A. R. Marty.

HIN CHANG, Chinese str., 1,258, P. Hamblin, 13th December—Tientsin 6th December, Ground Nut—Chines.

KIRIN MARU, Japanese str., 3,801, M. Deguchi, 13th December—Mojit 7th December, General—Nippon Yusen Kaisha.

KLEIST, German str., 5,127, L. Masss, 13th December—Singapore 8th December, Mails and General—Melchers & Co.

KWANGSANG, Chinese str., 13th December—Canton.

KWONGSANG, British str., 1,428, W. F. Richard, 13th December—Swatow 12th December, General—Jardine, Matheson & Co.

KWONGSANG, British str., 1,205, Cole, 12th December—Tientsin 5th December, General—Butterfield & Swire.

SAMBA, German str., 3,011, Buch, 13th December—Singapore 4th December, General—Hamburg-Amerika Linie.

SOYA, Japanese cruiser, 6,300, S. Horiuchi, 13th December—Yokohama 5th December.

TAMING, British str., 1,532, Mills, 13th December—Manila 11th December, General—Butterfield & Swire.

TALOWA, Dutch str., 3,001, S. G. Outhuys, 12th December—Mikie 6th December, General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
December 13th.

CLARA JENSEN, German str., for Hongkong.

KLEIST, German str., for Yokohama.

KIRIN MARU, Japanese str., for Calcutta.

MONTAGUE, British str., for Vancouver.

SAMBA, German str., for Yokohama.

DEPARTURES.

December 13th.

C. AUGAGNON, Russian str., for Vastok.

TAHIRE, British str., for Sydney.

FRI, Norwegian str., for Dalny.

HONG BEG, British str., for Amoy.

HSIN CHANG, Chinese str., for Canton.

KWONGSANG, British str., for Canton.

LIENWING, British str., for Canton.

LIEN, British str., for Canton.

MATHILDA, German str., for Haiphong.

OKARA, British str., for Yokohama.

OSAKA MARU, Japanese str., for Swatow.

TSURU MARU, Japanese str., for Yama.

WAKAMATSU MARU, Jap. str., for W'matsu.

SHIPPING REPORTS.

The German str. *Samba* reports: Very strong monsoon and heavy sea.

The British str. *Kwangsang* reports: Moderate N.E. monsoon.

The British str. *Taming* reports: Strong N.E. monsoon and rough sea, overcast.

PASSENGERS.

ARRIVED.

Per *Clanton*, from Antwerp, Mr. Polack.

Per *Kleist*, for Hongkong, from Genoa, Mrs. Badley, Mr. A. S. Gubley, Capt. Strive, Miss P. Johnner, Miss M. Mayer, Mr. H. Mulhisen, Mr. F. Geisslinger, Mr. and Mrs. S. Mante, Mrs. P. Staurengli and infant, Sister C. Leffeldt, Mr. H. Hill, Mr. C. Dinberg, from Southampton, Mr. and Mrs. E. J. Hawkes, from Bremen, Mr. K. Boese, Mr. G. Anson, Mr. H. Eilemann, from Cologne, Mr. John Rodenkemper, Miss J. Mitchell, from Peking, Mr. D. W. Fanning, from Singapore, Mr. L. A. Makinson, Mr. C. J. Ellis, Mr. Reynolds, Mr. C. H. Mark, Bishop and Mrs. Evelyn, Mr. Denlakob, Mrs. Casar, Mr. Koodir and servant, Mr. B. Cherry, Mr. G. Vizee, Mr. Wheeler, Mr. J. D. Carr and Mr. W. W. Draeger.

Per *Empire*, for Australia, Mrs. MacArthur, Mrs. Ratz, Mr. E. Schwenke, Mr. and Mrs. S. Prohork, Mr. and Mrs. A. Lawley, Mr. A. B. A. Ferrier, Miss E. J. Power, Mr. E. Cohen, Mr. Lacey Goodrich, Mr. E. Schradieck, Mr. C. Nungesser, Mr. and Mrs. Brooke Payne, Mr. C. Landale, Mr. T. del Rio, Mr. C. M. Albert, Mr. G. M. Lack, Mr. R. E. Maher, Mr. J. Sequeira, Mr. and Mrs. Netto, Mr. Harold Pearce and infant, Miss Murray, Mr. H. Higgins, Mrs. T. Chee and 2 children, Mrs. G. W. Hodgkinson and Mrs. W. Hodgkinson.

VESSELS ON THE BERTH



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "SWAZI". On or about 9th Jan. 1913.
For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 3rd December, 1912. [1378]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.						
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point	DESTINATION.	VESSEL'S NAME.	FLAG & REG.
LONDON, via USUAL PORTS OF CALL ...	HIMALAYA ...	Brit. str.	—	H. G. Evans R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP ...	DUNDEE ...	Brit. str.	—	C. H. Watkins, R.N.R.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP ...	BRITISH ...	Brit. str.	—	Deinat	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	BRITISH ...	Ger. str.	k. w.	Jäger	HAMBURG-AMERICA LINE	On 24th inst.
ROTTERDAM, BREMEN & HAMBURG, &c.	BRITISH ...	Ger. str.	k. w.	Schröder	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE, BREMEN & HAMBURG, &c.	BRITISH ...	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE, BREMEN & HAMBURG, &c.	BRITISH ...	Ger. str.	k. w.	Buch	HAMBURG-AMERICA LINE	On 24th inst.
HAYRE & HAMBURG, &c.	BRITISH ...	Ger. str.	k. w.	K. Kawan	HAMBURG-AMERICA LINE	On 24th inst.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRITISH ...	Ger. str.	k. w.	Lübbke	HAMBURG-AMERICA LINE	On 24th inst.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRITISH ...	Ger. str.	k. w.	T. Hamada	HAMBURG-AMERICA LINE	On 24th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	BRITISH ...	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	BRITISH ...	Jap. str.	—	J. Kanno	NIPPON YUSEN KAISHA	On 24th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	BRITISH ...	Jap. str.	—	J. Bortfeldt	NIPPON YUSEN KAISHA	On 24th inst.
NAFLES, GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	BRITISH ...	Ger. str.	—	W. Davison	OSAKA SHOSSEN KAISHA	On 24th inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BRITISH ...	Ger. str.	—	W. W. Greene	OSAKA SHOSSEN KAISHA	On 24th inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BRITISH ...	Ger. str.	—	M. Winckler	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	H. Bremer	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	B. Finlayson	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Logan	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	A. E. Moses	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	L. Ringkist	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	T. Sokino	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	C. C. Williams	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	H. R. Hetherington R.N.R.	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Girard	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	W. F. Richard	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Kamoshita	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Benson	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	B. P. Martin R.N.R.	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	H. Nomura	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	K. Teshire	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Y. Somokawa	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	W. C. Passmore	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	J. S. Roach	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	A. E. Hodgins	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Lenk	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Mellher	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Pennefather	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	P. H. Kolfe	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Cross	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Forestry	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	N. Nielsen	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	M. Deguchi	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	R. Y. Anderson	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Concock	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	F. Sebill	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	Medias	OSAKA SHOSSEN KAISHA	On 24th inst.
NEW YORK ...	BRITISH ...	Ger. str.	—	E. de Catalano	OSAKA SHOSSEN KAISHA	On 24th inst.

THE ROYAL MAIL STEAM PACKET COMPANY.

"SHIRE" LINE SERVICE.
PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR SHANGHAI, KOBE & YOKOHAMA ... "PEMBROKESHIRE" ... About 18th Dec.

FOR LONDON & ANTWERP ... "DENBIGHSHIRE" ... About 24th Dec.

FOR SHANGHAI, KOBE & YOKOHAMA ... "CARMARTHENSHIRE" ... About 14th Jan.

FOR LONDON, ROTTERDAM & ANTWERP ... "MONMOUTHSHIRE" ... About 18th Jan.

FOR LONDON & ANTWERP ... "PEMBROKESHIRE" ... About 4th Feb.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.
AGENTS.
Hongkong, 14th December, 1912. [59]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SHANGHAI, KOBE & YOKOHAMA ... "LOONGSANG" ... Saturday, 14th Dec. 2 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA ... "FADSANG" ... Tuesday, 17th Dec. Noon.

FOR SHANGHAI, KOBE & YOKOHAMA ... "KWONGSANG" ... Tuesday, 17th Dec. Noon.

FOR SHANGHAI, KOBE & YOKOHAMA ... "LIENSING" ... Tuesday, 17th Dec. D'light.

FOR SHANGHAI, KOBE & YOKOHAMA ... "MAUSANG" ... Thursday, 19th Dec. 4 P.M.

FOR SHANGHAI, KOBE & YOKOHAMA ... "YATSHING" ... Friday, 20th Dec. Noon.

FOR SHANGHAI, KOBE & YOKOHAMA ... "YUENSANG" ... Saturday, 21st Dec. 2 P.M.

RETURN TOURS TO JAPAN.
The Steamers "K. SANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. Only qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau and Newchwang.

Taking Cargo on Through Bills of Lading to Kuant, Lahad, Datu, Simporan, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 14th December, 1912. GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.
EASTWARD.

The S.S. "UPADA" 5,257 tons gross, Captain Logan, will be despatched for YOKOHAMA and KOBE on the 19th Dec., at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215.
Hongkong, 14th December, 1912. [297]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
AND
THE CANADIAN PACIFIC RAILWAY
PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B.
SUBJECT TO ALTERATION.

FOR VANCOUVER. From Hongkong. SAT, 14th Dec. "MONTEAGLE" ... SAT, 11th Jan. "EMPERESS OF INDIA" ... SAT, 8th Feb. "EMPERESS OF JAPAN" ... SAT, 8th Mar. "MONTEAGLE" ...

FOR LIVERPOOL. From St. John. FRI, 10th Jan. "EMPERESS OF IRELAND" ... FRI, 7th Feb. "EMPERESS OF IRELAND" ... FRI, 7th Mar. "EMPERESS OF IRELAND" ...

Steamships leave HONGKONG at 7 A.M.
The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B. with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10
Intermediate Steamship "Monteagle" ... £43 ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

HOMEWARD BOUND Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

OUTWARD BOUND Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "VLADIMIR" 5,620 R.T. Commander Kamichansky, bound for Nagasaki and Vladivostok, is expected to arrive in Hongkong about the 16th December.

The S.S. "KOURSK" 6,400 R.T. Commander Padalka, homeward bound, is expected to arrive in Hongkong about the 15th day of December 1912.

The S.S. "EKATERINOSLAV" 6,581 R.T. Commander Tideman, homeward bound, is expected to arrive in Hongkong about the beginning of January, 1913.

For Freight, Passage and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,
AGENT,
Hotel Mansion, 3rd Floor,
Telephone No. 1224.
Hongkong, 4th December 1912. [771]

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
S.S. "ERROLL" ... On or about 14th Dec.
FOR BOSTON AND NEW YORK.
S.S. "BREMONT CASTLE" ... On or about 21st Dec.

For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 14th December, 1912. [1236-1237]

COMPAGNIE DES MESSAGERIES MARITIMES

FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship
"AMAZONE"
Captain Girard, will be despatched for the above Ports on MONDAY, the 16th inst., on or about 5 P.M.

For Freight or Passage, apply to
P. THOMAS,
Agent.
Hongkong, 10th December, 1912. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

"HIMALAYA"
Captain H. G. Evans, R.N.R., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 21st December, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MANTUA" 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "MACEDONIA" due in London on the 1st February, 1913.

Passes will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent,
Hongkong, 9th December, 1912. [1]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK VIA SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)
THE Steamship

"SCHUYLKILL"
will be despatched from this Port on MONDAY, the 30th Dec.

For Freight and further particulars, apply to
THE BANK LINE, Ltd.,
Agents.
Hongkong, 13th December, 1912. [1410]

CHINA COAST METEOROLOGICAL REGISTER.

13TH DECEMBER, A.M.

10TH DECEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	
					Direction.	Force.
Vl'ostock	7 a.	30.45	6	69	—	0
Nemuro	6 a.	30.09	—	—	NW	1
Hakodate	3 a.	30.27	—	—	NW	4
Tokio	3 a.	30.32	—	—	NW	2
Koshi	3 a.	30.37	—	—	SW	1
Nagasaki	3 a.	30.39	—	—	—	0
Kagoshima	3 a.	30.37	—	—	NW	1
Oshima	3 a.	30.32	—	—	—	1
Naha	3 a.	30.28	—	—	S	5
Ishijima	3 a.	30.25	—	—	E	2
Bonin Is.	3 a.	—	—	—	—	—
Chefoo	3 a.	30.52	31	80	SW	3
Weihaiwei	3 a.	—	—	—	—	—
Hankow	3 a.	—	—	—	—	—
Kiuhang	3 a.	30.44	43	83	N	1
Shanghai	3 a.	30.31	49	—	NW	2
Godaloff	7 a.	30.38	59	—	NW	2
Sharp Peak	7 a.	30.34	63	72	NE	2
Amoy	7 a.	30.24	61	82	NE	1
Swatow	7 a.	30.27	—	—	—	1
Taihu	7 a.	30.27	—	—	—	2
Taihu	7 a.	30.18	—	—	—	2
Tainan	7 a.	30.12	—	—	—	2
Keshun	7 a.	30.16	—	—	—	6
Pescadore	9 a.	30.26	64	78	—	0
Canton	9 a.	30.22	60	82	—	4
Hongkong	7 a.	30.22	60	82	—	3
Vict. Peak	7 a.	30.20	—	—	ENE	6
Gap Rock	7 a.	30.20	—	—	ENE	3
Macao	7 a.	30.21	63	—	E	1
Wuchow	9 a.	30.34	59	76	E	1
Hohiow	9 a.	30.34	—	—	—	—
Pakhoi	6 a.	30.21	64	—	ENE	2
Phu Lien	6 a.	30.10	72	—	ENE	6
Tourane	6 a.	30.08	73	—	ENE	2
C. St. James	6 a.	29.95	73	—	ENE	0
Aparri	3 a.	30.08	—	—	—	2
Lanai	3 a.	30.00	—	—	N	1
Beard	9 a.	29.97	—	—	NW	3
Ileilo	3 a.	29.95	80	—	NW	1
Cebu	3 a.	—	—	—	—	—
Labuan	3 a.	29.50	84	—	—	—

Hongkong, 9th December, 1912.

[48-1

Hongkong, 9th December, 1912

TABLE 4



148.2

The Yushun is expected to arrive here to-day, with the London Mail (via Siberia) of Saturday, the 23rd ultimo.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Post of China by other than contract steamers close a quarter of an hour before the ordinary mail.

CLOSING QUOTATIONS

December 13th

SUBSIDIARY COIN.		per cent
Chinese	20 cents pieces.....	36.43 discount
Chinese	10 "	36.95 "
Hongkong	20 "	34.00 "
Hongkong	10 "	36.05 "

London Due
Date Shanghai

November 23rd. December 9th

НОВОРОСІЯ. 13-тн ДЕСЯМВЕН, 1912

Daily Wire		4/8 per lb., dona.	
Rubber—			
Para Rubber in London			
Loans.	Amount.	Value.	Interest.
Chinese Imperial 1886	Tls. 761,200	Tls. 250	7% p. annum
<div style="text-align: right;"> VERNON & SYMTH, Share Brokers </div>			

4 p.m.—Aviation Meeting at Shatin.

4 p.m.—Aviation Meeting at Shatin.

9:15 P.M.—A Grand Variety Entertain

"The Boatswain's Mate," at Theatre

17th Dec

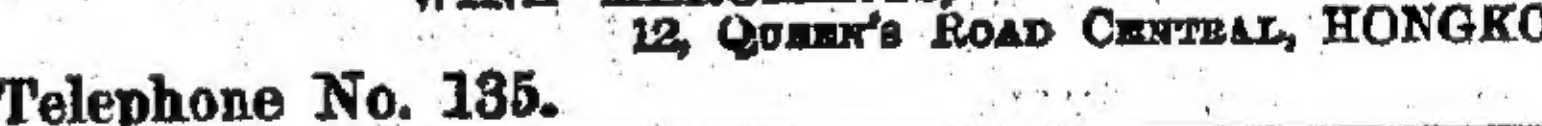
9 p.m.—Performance by Local Amateurs. **Wilding "An Ideal Husband"**

9 p.m.—Performance by Local Amateur
Oscar Wilde's "An Ideal Husband"

at the Theatre Royal.
Saturday, 21st Dec. :—

At the instant of the

ARRIVED.



Printed and Published by **BERTHAN A. HAILE** for the Concerned at 10A, Des Vaux Road
Central Victoria, Hongkong; London Office, 131, Fleet Street E.C.

Printed and Published by **BERTHAN A. HAIR** for the Concerned at 10A, Des Voeux Road
Central Victoria, Hongkong; London Office, 131, Fleet Street E.C.,